

REGIONAL ADULT EDUCATION
G. W. Carver-Piedmont Education Center
9432 James Madison Hwy., Rapidan, VA 22733 - Telephone (540) 825-0476
Fall 2003 CONTINUING EDUCATION SCHEDULE

Codes: Piedmont - **P** Culpeper Career Resource Center - **C** Madison Co. H.S. - **M**
Orange County High School - **O**

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Orange County High School - **O**

COMPUTER CLASSES

| CLASS | DAY/SITE | BEG.-END | SESSIONS | TIME | FEE |
|---------------------------|-----------------|-----------------|-----------------|----------------|------------|
| Computer Repair | TH/P | 9/25-12/4 | 10 | 7:00-9:00 P.M. | \$95.00 |
| Computers for Seniors | W/C | 9/24-10/22 | 5 | 5:00-7:00 P.M. | \$80.00 |
| Computers for Seniors | W/C | 10/29-11/26 | 5 | 5:00-7:00 P.M. | \$80.00 |
| FrontPage 2002 | TH/P | 9/25-10/23 | 5 | 7:00-9:00 P.M. | \$80.00 |
| Internet I | M/P | 9/22-10/20 | 5 | 6:00-8:00 P.M. | \$80.00 |
| Internet I | T/O | 10/28-11/25 | 5 | 7:00-9:00 P.M. | \$80.00 |
| Internet II | M/P | 10/27-11/24 | 5 | 6:00-8:00 P.M. | \$80.00 |
| Introduction to Computers | M/P | 9/22-10/20 | 5 | 7:00-9:00 P.M. | \$80.00 |
| Introduction to Computers | M/P | 10/27-11/24 | 5 | 5:00-7:00 P.M. | \$80.00 |
| Keyboarding I/Typing | M/P | 9/22-10/20 | 5 | 7:00-9:00 P.M. | \$80.00 |
| Keyboarding II/Typing | M/P | 10/27-11/24 | 5 | 7:00-9:00 P.M. | \$80.00 |
| MS Access I | TH/P | 9/25-10/23 | 5 | 5:00-7:00 P.M. | \$80.00 |
| MS Access I | TH/P | 10/30-12/4 | 5 | 7:00-9:00 P.M. | \$80.00 |
| MS Access II | TH/P | 10/30-12/4 | 5 | 5:00-7:00 P.M. | \$80.00 |
| MS Excel I | TH/P | 9/25-10/23 | 5 | 5:00-7:00 P.M. | \$80.00 |
| MS Excel I | TH/P | 10/30-12/4 | 5 | 7:00-9:00 P.M. | \$80.00 |
| MS Excel II | TH/P | 10/30-12/4 | 5 | 5:00-7:00 P.M. | \$80.00 |
| MS Power Point | W/C | 9/24-10/22 | 5 | 7:00-9:00 P.M. | \$80.00 |
| MS Power Point | W/C | 10/29-11/26 | 5 | 7:00-9:00 P.M. | \$80.00 |
| MS Word I | T/P | 9/23-10/21 | 5 | 5:00-7:00 P.M. | \$80.00 |
| MS Word II | T/P | 10/28-11/25 | 5 | 5:00-7:00 P.M. | \$80.00 |
| Windows | M/P | 9/22-10/20 | 5 | 5:00-7:00 P.M. | \$80.00 |
| Windows | TH/P | 10/30-12/4 | 5 | 5:00-7:00 P.M. | \$80.00 |

ADDITIONAL CLASS OFFERINGS

| ADDITIONAL CLASS OFFERINGS | | | | | |
|------------------------------|----------|-------------|----|----------------|-------------|
| Beginning Astronomy | TBA | TBA | 1 | 8:00 P.M. | FREE |
| Conversational Spanish I | M/P | 9/22-11/24 | 10 | 5:00-7:00 P.M. | \$80.00 |
| Conversational Spanish II | M/P | 9/22-11/24 | 10 | 7:00-9:00 P.M. | \$80.00 |
| Financial Planning | | | | | |
| Workshop for Individuals | M/P | 9/22-10/20 | | 7:00-8:30 P.M. | FREE |
| Fundamentals of Woodworking | W/M | 9/24-11/12 | 8 | 6:00-9:00 P.M. | \$100.00 |
| Fun with Flowers | T/P | 9/23-10/21 | 5 | 7:00-8:30 P.M. | \$65.00 |
| Personal Safety & Violence | | | | | |
| Prevention Course | TH/P | TBA | 2 | 6:00-8:00 P.M. | FREE |
| Personal Safety | | | | | |
| & Violence Prevention Course | TH & M/P | TBA | 2 | 6:00-8:00 P.M. | FREE |
| Photography I | TH/P | 9/25-10/16 | 4 | 7:30-9:00 P.M. | \$50.00 |
| Photography II | TH/P | 10/23-12/18 | 8 | 7:30-9:00 P.M. | \$70.00 |
| Regional Gardening | TH/P | 9/25-10/30 | 6 | 7:00-9:00 P.M. | \$85.00 |
| Stained Glass Stepping Stone | TH/P | TBA | 3 | TBA | \$50.00 |

Enrollment for Classes at G. W. Carver-Piedmont Education Center
TUITION REQUIRED IN ADVANCE

Make check or money order payable to: Orange County School Board

Detach and return with payment to: Office of Continuing Education, GWC-PEC, 9432 James Madison Hwy., Rapidan, VA 22733.

Name: _____ Gender: _____ M _____ F

Address: _____
Street Name City State Zip Code

Daytime Phone (____) _____ Evening Phone (____) _____

Please enroll me in the following classes:

| Class Name | Day (Circle One) | | | | Time | Cost |
|------------|------------------|---------|-----------|----------|-------|-------|
| _____ | Monday | Tuesday | Wednesday | Thursday | _____ | _____ |
| _____ | Monday | Tuesday | Wednesday | Thursday | _____ | _____ |

Method of Payment: M.O. _____ Check _____ Cash _____

Kid Central 2003
"ALOHA"

Kid Central is now "Catching the Wave" of its 14th Summer Day Camp, located in A.G. Richardson Elementary School. This year's enrollment has hit an all time high of 200+ Campers. As our numbers increase, so does our staff, as we continue to maintain a 1 adult to 12 camper ratio.

Summer trips in July included the Virginia Marine Science Museum & Boardwalk Stroll, the Riverside Theatre for Lunch & Theatre Play, and in August to Paramount Kings Dominion, Putt-Putt Golf, Splash Down Water Park, The Movies, Luray Caverns, Big Meadows, Skyline Drive, and More. Please visit our website at www.kidcentralculpeperva.com

"Bridges"

A collaboration between Culpeper County Child Care, the CheK Program, Culpeper Human Services Head Start and Culpeper County Public Schools has produced "Bridges", which is a wonderful advantage for the children of Culpeper County. "Bridges" is a four-year-old transitional program for upcoming kindergarten students.

This summer, "Bridges" provided a four week program, as an introduction for students attending kindergarten this Fall School Year. "Bridges", located in Sycamore Park Elementary School, provided a positive classroom environment of learning activities, serving 150 children. A free breakfast and lunch were provided, and wrap-around childcare was available.

"Bridges" enrollment was full. We are thankful to all those who have worked so diligently to provide this program, geared toward helping our children succeed in school and to give them the confidence to have a successful kindergarten experience.

Becoming a Foster Parent

In a world that is becoming more and more individualistic, there is a small group of people who are reaching out and helping needy children in the most intimate way. These people are unsung heroes, unnoticed in the daily newspapers which reserve their admiration for those who commit great feats on the battlefield, courtroom, and athletic forum. This small group of people takes on their responsibility twenty-four hours a day. They are foster parents, and there is a need for more.

Foster parents provide temporary and safe homes for children in a crisis. They are part of a child's support, treatment and care programs. They are partners of a child's social worker, attorney, teachers and doctors. Being a foster parent is not a passive action. It is the opening of your home, providing clothing and food, and giving a child a nurturing environment in which to develop and thrive.

Children who need foster families have been removed from their birth families for reasons of neglect, abandonment, abuse or other issues that endangered the safety and or health of the child. Many of the children foster parents receive are full of confusion, fear and anger. Some may, however, feel a sense of helplessness having been removed from the only home they have ever known. Many foster children are sibling groups, older children and even young teens. Some have developmental, physical, emotional or behavioral problems. They all need environments that not only provide safety, but also support and nurturing.

Foster parents must ask themselves a series of questions before they decide to take children into their homes:

- Can you love and care for a child who has come from a difficult background?
- Can you help a child develop a sense of belonging in your home even though it is temporary?
- Can you love a child who, because of fear and rejection, does not easily love you back?
- Are you secure in yourself and your parenting skills?
- Can you set clear limits, and be both firm and understanding in your discipline?
- Do you view bed-wetting, defiance, lying and minor destructiveness as symptoms of a child in need?
- Can you tolerate major failures and minor successes?
- Can you accept assistance and guidance from trained social workers?
- Can you maintain a positive attitude toward a child's parents; even though many problems the child is experiencing are a direct result of the parents' actions?
- Can you love with all your heart and then let go?

*Have you
considered
becoming a
foster parent?*

The County of Culpeper has grown exponentially over the past few years. With the increase in the population there has been an increase in the amount of cases. In previous years the number of cases was around forty. With the boom in population, that number has grown to fifty. The increase takes its toll on the county social workers. The average recommended number of cases for social workers in the State is sixteen. The County social workers here are well over that number. Child abuse has increased in the State, and Culpeper is no exception. We are even being asked to help other counties with their caseloads. The total number of cases has increased twenty percent in the last five years. As a result more and more needy children are in the County, looking for someone to help. Driving up and down Main Street there are children no older than fourteen walking up the street at all hours of the day and night. One may ask, where are the parents. In many cases the parents are too busy battling their own demons, which may be alcohol, abuse of substances or even each other, to worry about their children. In some cases the children we see are runaways, who drift from town to town looking for a place to call home but looking in the wrong places. These children are so injured by their families, they feel it is better to live on the street than be "raised" in what they used to call home. They all need our help; for it takes a whole village to raise a child. You can help if you can answer the above questions and meet the criteria below:

- Be at least 21 years old.
- Have enough room and beds in your home for a foster child to sleep and keep his or her belongings.
- Live in a home that can meet basic fire, safety and sanitary standards.
- Be physically and emotionally capable of caring for children and have no alcohol or drug abuse problems.
- Be able to pass a criminal background check.
- Make enough money to provide for your own family, so you do not need to depend on the foster care reimbursement you receive from the State as income.

You can make a difference in the life of a child. If you are interested in becoming a foster parent or respite care provider, please contact Rev. W. Billy Scott at the Culpeper County Department of Social Services at (540) 717-0372 ext. 391 for more information and orientation dates.

A brief history and a grand look ahead at Aviation in Culpeper by Tanya Woodward

From the early days of its conception in Culpeper, Aviation has become a cornerstone for the economic development of the County. In the early 1920s barnstormers were taking up the locals for rides, and the initial formation of flying clubs came in the 1930s. One of these flying clubs formed the airport we know today as Culpeper Regional Airport.

In 1946, Culpeper went from having no airport to having two airports. One airport was situated northwest of Town and the other was situated southwest of Town (across from the current Holiday Inn). The old airport situated northwest of Town is the present day Berryvale fly-in community. The grass strip is private and maintained by the property owners in Berryvale who want to have their planes parked close to their house. The airport situated across from the Holiday Inn became the original Culpeper Airport and changed hands many times before finally closing in 1977.

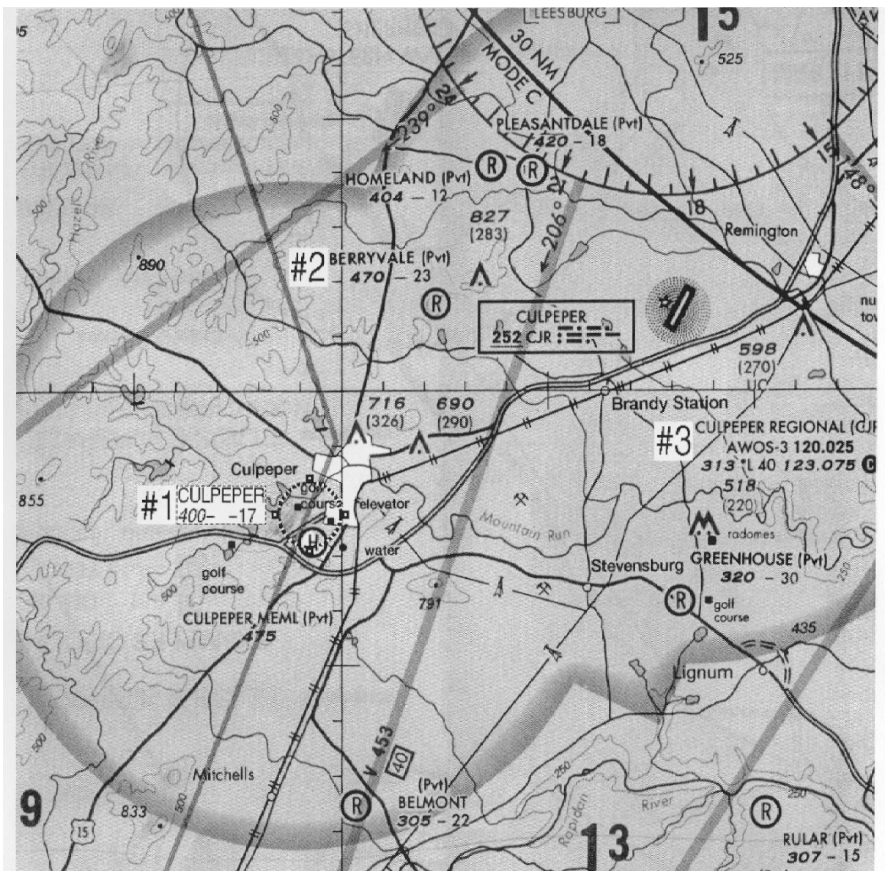
In a few years both airports were having financial difficulty, and it took a group of flying enthusiasts led by Bill Carpenter, father of Glen Carpenter, the present day Manager of White Hawk Aviation, to pull together to make one airport, later named for a long-term Mayor of Culpeper, T.I. Martin. However, as the town grew, a need

tion. In 1969 the new T.I. Martin field opened, later to be renamed as the present day Culpeper Regional Airport.

Over the next 20 years the airport changed hands several times and in 1989 the County took over the operations of the airport. To help attract based planes and industry to the Airport, the County reduced the personal property taxes on aircraft. About the same time, J.J. Quinn, a commercial pilot and aviation enthusiast, built a 90 unit t-hangar complex at the Airport. Today, the County owns this unit and it is full, with a waiting list of over 100 people!

This brings me up to the time that I started working at the Airport in 1991. Over the next twelve years we would work through an extensive Finding Of No Significant Impact (FONSI) for the archaeological sites at the airport; build a much needed parallel taxiway; build 15 additional t-hangars; a corporate hangar; a new tie-down apron; and do a tremendous amount of obstruction removal. Currently, we are extending our runway and rehabilitating the apron in front of the present terminal building, as well as installing a

Localizer. Our navigational aids include a VHF Omni Directional Range (VOR) approach, a Non-Directional Beacon (NDB) and Automated Weather Observation Sys-

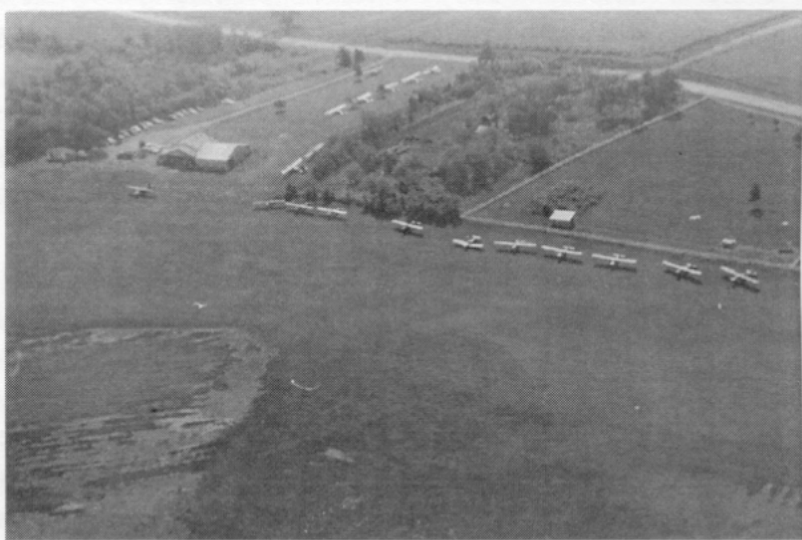


Washington TCA map modified to show locations of #1 "Old" Culpeper, #2 Berryvale, and #3 Culpeper Regional airports. Old Culpeper was established by Pete Jarvis in 1946 and closed in 1977. Berryvale was opened by Chase Reynolds as Reynolds Air Field also in 1946, and survives today as "...a home for those who want their airplane parked next to their house...." Culpeper Regional opened in November 1969 and is named for T.I. Martin, a former mayor of Culpeper. Old Culpeper location from a 1947 Sectional chart supplied by Charlie Kulp, VAHS Northern Virginia Chapter. Map work by Brent L. Bates.

tem (AWOS). We also have the program DTN for weather tracking all over the globe. We sell aviation fuel, charts, maps, and oil. We have over 130-based aircraft, and in combined waiting lists for hangars we have over 130 people. We also have a FBO offering aircraft maintenance and flight instruction on the field. In the near future we will build a new terminal building and additional tie-down aprons.

We encourage anyone interested in aviation to come check out the airport. We have some of the finest aircraft in the United States based here, although I may be a bit partial. We hold an annual Air Fest in October (this year's has been cancelled due to construction), and that is a great time to see these planes close up and meet the proud owners. Aviation is very much alive and thriving in Culpeper and, because of the support of the local aviation enthusiasts, it will continue.

[A special thank you to Glen Carpenter for his wonderful memories, pictures and articles of aviation past that greatly assisted in the writing of this article.]



"Old Culpeper Airport, circa 1950"

arose for a larger paved field. With some influential and political contacts, money was raised and Federal dollars granted and a new site was developed in Brandy Sta-

Pranas A. Rimeikis, Mayor
Pam Stalnaker-Corbin, Vice Mayor
Calvin L. Coleman
Duke M. duFrane
Samuel R. Found
Thomas E. Huggard
Michael T. Olinger
Emma F. Richards
William M. Yowell

TOWN OF CULPEPER
118 W. Davis St. • Culpeper, Virginia 22701
(540) 727-3421 • FAX (540) 727-3469
www.culpeper.to



Office of Town Manager
J. Brannon Godfrey, Jr.

In keeping with the “Growth” theme of this edition, the Town Manager offers the following article on getting residential developers to pay their fair share of growth impacts.

Proffers – A Limited Tool for Coping with Residential Growth
Brannon Godfrey, Town Manager

Who should pay for growth impacts such as new schools, highways, public safety facilities, and public utilities? The obvious answer is that the land developer should pay their fair share. But the means by which local governments obtain those payments can be complex.

Securing payments from new development for the future water and sewer facilities is accomplished with tap fees. Fortunately the state imposes few restrictions on how local governments may assess tap fees. As a result, the Town has been fairly successful at setting an affordable fee while growing its utility capital funds. The Town currently has \$6.5 million in capital funds set aside for water and sewer upgrade and expansion projects.

But tap fees are reserved for water and sewer needs, not governmental facilities such as schools, loop roads, recreation centers, and police stations. Cash proffers – payments from developers for each new lot – are the governmental equivalent of tap fees for these kinds of capital improvements.

You might now ask, “What are you waiting for? Why didn’t the Town start soliciting cash proffers at the beginning of the residential building boom in 2001? Hasn’t a lot of potential proffer money already slipped through our hands?” The two short answers are: 1. it wasn’t legal until recently, and 2. we haven’t missed much anyway.

Virginia law requires that a locality fit the definition of a “high growth community” before it can solicit cash proffers. By definition, population growth must exceed 10% in one decade. It wasn’t until December 2002 that the US Census Bureau formally declared the Town a “high growth community.” Since the designation, the Town and its consultant have developed a proffer plan to formulate a dollar value for each single-family lot based on capital improvements needs. Armed with this information, the Town can legally receive payments from developers for each lot.

| Facilities | Proffer Value per s.f. unit* |
|-------------------|---------------------------------|
| Transportation | \$2,368 |
| Recreation | 288 |
| Police Facilities | 704 |
| Total | <u>\$3,360</u> |

*single family dwelling lot

Noticeably absent from the proffer breakdown are school facilities. Even though the Town bears no fiscal responsibility for schools, it can collect and disburse cash proffers for public education purposes along with other facilities such as for libraries, fire, and rescue services. Typically school facilities are the largest single component of the cash proffer and significantly increase the total proffer amount when added. The School Board must complete a formal Capital Improvement Plan identifying its future facilities needs before this amount can be added to the Town’s proffer total.

Another key restriction is that proffers may be solicited only on *rezoning* requests, and not on zoning permits for “by right” uses or conditional uses. Most of the residential development since 2001 has been “by right” anyway, so cash proffers could not have been obtained*. Once adopted, the Town’s proffer plan will make a big difference as to how the remaining 300 acres of vacant residential land in the existing corporate limits is developed.

In conclusion, the tools available to local governments to make new developments pay for their fair share of growth impacts are limited. To the extent that cash proffers may alleviate some of the pains of growth, the Town intends to take full advantage. If you have any questions about the Town’s Proffer Study or land use issues, please feel free to contact the Department of Planning & Community Development (727-3425).

*1,200 residential lots have been developed “by right”; another 491 village lots have been approved with a Conditional Use Permit. This represents 80% of the residential lots developed during the growth period.

“Culpeper, Virginia - One of America’s Top 10 Small Towns”

WHERE IS ALL OF THIS GROWTH COMING FROM?

By John Egertson, Director of Planning/Zoning

Culpeper, particularly the Town, is experiencing a significant “building boom”. Based upon general observation, it appears that lower taxes, less expensive land, and quality of life issues are attracting people from other jurisdictions, particularly to our north. In short, Culpeper has a lot to offer. From a planning and zoning standpoint, we have to study these changes, try to determine their causes, and attempt to coordinate these changes with our planning processes. Some examples:

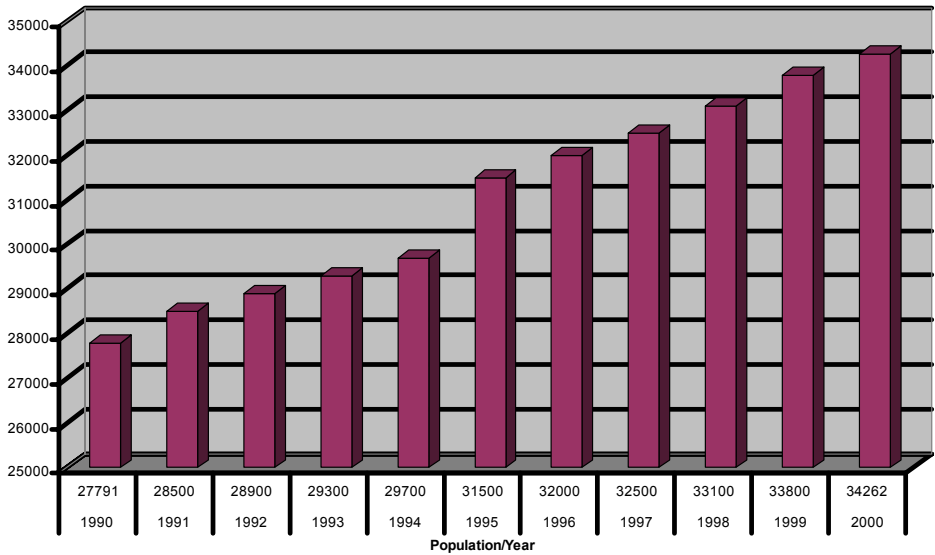
- In 1989, a Countywide, comprehensive rezoning occurred. Just prior to that action, numerous subdivision plans were submitted in an effort to take advantage of the old regulations. The result was a very large inventory of lots, many of which sat vacant for more than a decade, but now they are being rapidly built out.
- Inside the Town limits, most of the larger tracts of undeveloped land have been zoned for residential development for many years. Nearly every significant tract of land in Town is now being subdivided and developed without zoning changes.
- Culpeper County allows the creation of three lots (2 lots plus a residual) every five years, through an administrative process. During the year 2002, a record number of these divisions were created.
- Finally, there are some significant tracts of land in the County which, similar to the Town situation, have been zoned residentially for many years. Some of these tracts are now beginning to be developed. Many are just in the planning stages. A prime example of this is the Three Flags development on Routes 29 and 299. This development was zoned in 1988, but the preliminary subdivision plan for the first phase of development was just approved this year, 15 years later.

To summarize, the vast majority of new homes built in Culpeper County (and Town) in the last five years have been built on existing lots, or on new lots created under existing zoning.

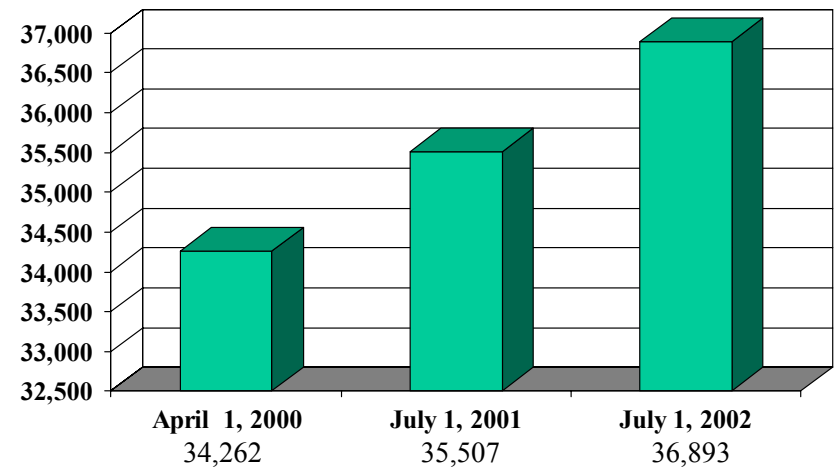
A review of County records reveals that since 1998, the Culpeper County Board of Supervisors has approved rezonings which have resulted in the potential to create only 31 new lots. For various reasons, some residential rezoning requests have been denied during that time frame. You may wonder why so much zoning was approved 20 years ago. Many existing residentially zoned parcels were zoned that way as part of the original zoning of the County in 1967. Many others were approved because the land is situated close to the borders of the Town in areas then deemed appropriate for development; and, the pace of growth at the time was very manageable, and desirable. Indeed, most (although not all) of the housing under construction currently is in logical locations. It is the rapid build out that has caused land values to rise and put pressure on our roads and on our County services, especially our schools.

The following graphs illustrate our recent increase in growth. You will see that while population growth was fairly steady, and manageable during the decade from 1990-2000, the last three years have yielded a higher growth rate. Actual school enrollment, which has typically been lower than our Comprehensive Plan projections, is now expected to exceed projections next year. The creation of new lots is on the rise, and issuance of residential building permits reached almost 600 in the 2002-03 fiscal year.

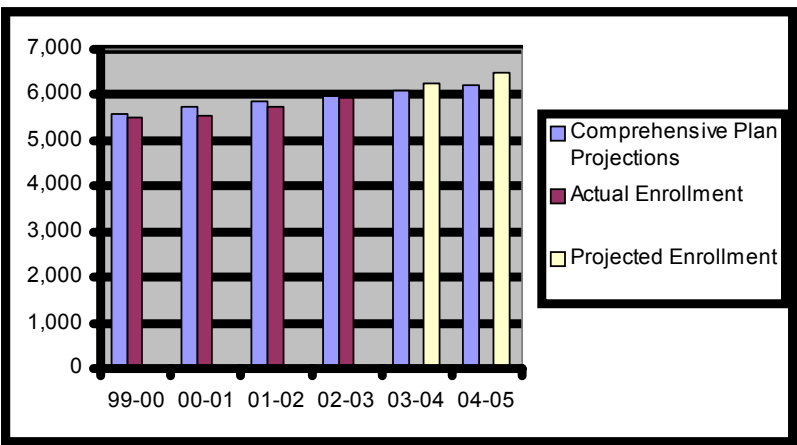
Culpeper County Population
1990-2000 +23% or 2.3%/year



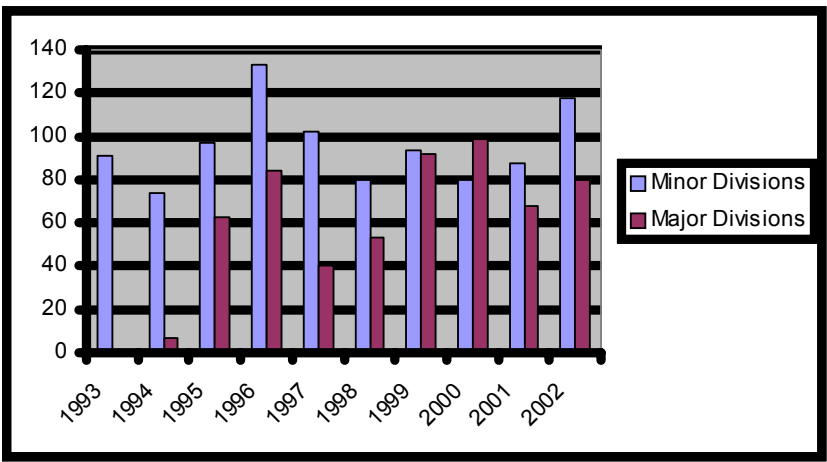
Culpeper County Population 2000-2002
Total Change 7.7% or 3.4% / Year



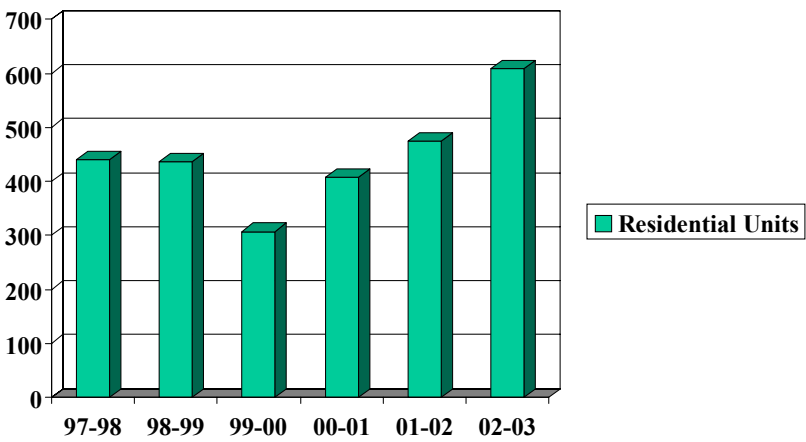
Culpeper County School Enrollment



Lot Creation



Culpeper County Building Permits
Residential Units Including Town



PROFFERS

What Are Proffers?

Proffers are voluntary conditions offered by an applicant for rezoning. Proffers can be use restrictions, promises to construct certain public facilities such as parks or roads, they can be cash, or any number of other things. Proffers must be based upon impacts arising directly as a result of rezoning. It is very important to understand that the term proffers cannot be properly applied in conjunction with the land use of a subdivision which is already zoned to allow for the division. Proffers are generally applicable only as part of a rezoning application. However, in non-rezoning applications the owner or developer may volunteer to make changes or contributions which are in the best interest of the County; but, these are not technically proffers.

Whenever proffers are discussed, people generally focus on cash proffers. This would be money paid to the County, generally, on a per unit basis, and normally paid before issuance of each building permit. Both the Town and the County are actively working on cash proffer policies which would clearly establish the link between the money proffered and the impacts of the development which are being mitigated. Cash proffers help pay for the capital facilities needed to support that development. Proffers are not to be utilized for operational costs.

Culpeper County does currently accept cash proffers on a case-by-case basis. Adoption of a cash proffer policy will provide a more formal method of accepting cash proffers, and the development community will have a clearer understanding of the impacts which should be mitigated. Generally, the majority of cash proffered with any residential development will be attributed to education infrastructure. Other areas of concern include fire and rescue, law enforcement, recreation, and transportation.

What are Impact Fees?

Impact fees are established fees to be paid to a jurisdiction to mitigate the impacts of development on a more broad basis than proffers. They are not necessarily limited to rezoning. In Virginia, the legal viability of impact fees is not clear.

THE COMPREHENSIVE PLAN

The Code of Virginia requires localities to have a Comprehensive Plan, and to update it every five years. The Planning Commission is responsible for preparing and recommending a comprehensive plan for the physical development of Culpeper County, and the Board must adopt a plan. The plan is required to be general in nature, and it is long-range in scope.

In 1999, Culpeper County adopted a Comprehensive Plan. The Plan has been amended numerous times since 1999; nevertheless it will be reviewed closely by the Planning Commission in 2004. The current Comprehensive Plan includes 14 chapters covering numerous topics such as transportation, historic resources, public facilities, and the future land use plan.

In Culpeper County, the future land use plan is based upon a village center concept. Generally, the Plan identifies village centers which are planned for residential and neighborhood commercial growth. More intense growth areas are planned directly around the edges of the Town of Culpeper. The intent of the Plan is to support growth, which is inevitable, in certain areas, while recognizing the desirability of preserving the farmland and open space which make up the majority of the County. Protection of our rural character is one primary goal of the Plan.

The Transportation Chapter (Chapter VIII) of the Plan addresses the Airport and other modes of transportation, but focuses primarily on roads, as you might expect. The functional classification of roadways is established, scenic byways are identified, and future road improvements are identified. As growth occurs in the County, traffic becomes a major planning issue. Significant congestion is already being felt inside the Town limits. The Town and County have been working closely to plan for improvements which would help to ease congestion. A loop road around the Town is planned, which should provide relief to Main Street and Evans Street. The loop road is planned to begin at Route 3 (McDevitt Drive) and loop around the northern end of Town (Ira Hoffman Lane) and terminate at Route 522. The Comprehensive Plan also contains detailed plans for Route 29 from the Town limits to the Madison County line; Route 15/29 Business from the Town limits to Inlet; and for an interchange and road network at Routes 29 and 666.

The Historic Resources Chapter (Chapter IX) incorporates a countywide inventory of historic sites and sets forth policies and strategies for protecting the most significant sites. The chapter is fairly detailed, mapping and describing 22 sites and identifying sites which are on the National Register of Historic Places. A number of sites considered to have National Register potential are also mapped.

The Public Facilities Plan (Chapter VI.A) includes updated demographic information and specifics on public schools, fire and rescue, and recreation. A bike route plan is also included. This chapter will require significant update to reflect the current growth trends in the County.

Is It Working?

The Comprehensive Plan, which is a general future plan by definition, has been utilized effectively by the Board of Supervisors. Numerous zoning changes have taken place over the years to conform with the 1999 Plan and its predecessor (1993). The zoning changes, which are discussed in a separate article, have helped locate large developments in our rural areas. Smaller divisions of land, consistent with existing zoning, have occurred and continue to occur throughout the County. This happens for several reasons. First, it is an inexpensive way to develop. Second, the village center concept has been difficult to implement because it requires comprehensive, and frequently complex, long-range planning, and the designated areas lack existing infrastructure.

With regard to transportation, the Plan is being implemented. Ira Hoffman Lane from Route 229 into Town was a major link in the loop road concept. McDevitt Drive will soon connect Route 699 (Chandler Street Extended) to Route 3, and the connection from Route 229 to 729 will soon be under construction. The link from Route 729 to 522 is in the preliminary planning stage.

If you have ideas for the long-range planning of Culpeper County, please share them. You can contact the Department of Development or talk to your district supervisor.

One Person’s View of Growth in Culpeper County

by Susanne Taylor, Director of Human Resources

CULPEPER: GROWING IN RESPECT, TRADITION AND GOOD OLD SOUTHERN DETERMINATION TO BE THE BEST

Throughout history, American Southerners have been taught to be hospitable, civil and polite. Southerners were taught to entertain guests lavishly and to respect those who deserve it. A Southerner’s word is his or her bond, and honor means everything. Southerners are independent; and believe in protecting their families, their heritage and their rights. Southerners “don’t take too kindly” to those who would infringe on those rights, trample that heritage or injure their families. And woe be to those who try.

In the above paragraph, I could substitute the word, “Virginian” for the word “Southerner.” Or, Tennessean, for that matter. My ancestral roots reach back to Jamestown, although by birth and early upbringing, I am a Tennessean. By destiny and choice, I have been a Virginian, and a tax-paying resident of Culpeper County, for the past nine and a half years. You, the other citizens of Culpeper County, employ me as Human Resources Manager. Of course, it is in my capacity as a private citizen that I share my personal opinions and experiences herein.

When I came here, I recognized and embraced the independence of spirit and strong backbone that created the Minutemen, and coined the Culpeper motto expressed on her Revolutionary flag, “Don’t Tread on Me.” My opinion of the Civil War is tempered by the passage of time, history and a different perspective resulting from having ancestors on both sides of the conflict. But, I respect the wherewithal that it must have taken for nineteenth century Culpeper Courthouse to first discuss the possibility of dissolving the same union her ancestors had fought so hard to wrest from England and secure a scant eighty-something years previously.

My parents took me from Tennessee, to Alabama and then South Carolina, the home states of my youth; my career took me across the United States; from Orlando/Tampa, Florida, to Walnut Creek and San Francisco, California, and back to Charleston, South Carolina; my husband brought me to Virginia in late 1993. I have traveled extensively across the U. S. and have never been in a place more beautiful than this part of Virginia. I’ve been fortunate to have lived in what I consider to be garden spots; and every place I have been has prepared me for where I was to go next. Each time I have moved, with one exception as a child, I discovered that “what was to be” turned out to be bet-

ter than “what had already been”. I’ve experienced incredibly scenic, well-planned and well maintained places; but I’ve also seen far too many more that were first overdeveloped and then blighted with the desolation and filth that come with apathy, prejudice or outright neglect.

From my earliest, idyllic days in a little suburban community outside Nashville called Madison, to my current life here in Culpeper, I almost feel as if I have come full circle - - except I never saw wild deer or turkey families grazing placidly in my back yard before coming here. Madison, Tennessee had a small-town feeling back then, and along with it had delightful community celebrations and observances, such as “Hillbilly Day”, every September. The main road, Gallatin Pike, would get blocked off from the shopping center north for three or four blocks, and carnival rides were brought in. The local merchants set up booths, sold cotton candy and popcorn and everyone dressed in pioneer, “old-timey” attire. The entire community turned out; we knew, trusted, and respected each other, and everyone had a blast! Culpeper has that same charm, grace and sense of a community that pulls together and shares a unique, identifiable spirit. Al Gaige and Jeri Bradley call this spirit, ”That Culpeper Feeling,” and named their television series after it. You know it; you live it. You have jealously protected the progressive rural quality of life here. You have spawned courageous and forward-thinking leaders. And several times a year, you demonstrate that you know how to celebrate all that is Culpeper! Madison, Tennessee lost her sense of small town identity as she was swallowed up by the metropolitan Nashville sprawl. The old church my father served saw her congregation dissolve and her enchanting old structure on the hilltop fall to vandalism and disrepair. Ultimately, it was razed to make way for yet another fast food restaurant. Gee. Just what the Madison community needed - - a Jack in the Box next door to Shoney’s Big Boy. How can we learn from the experiences of other places and preserve our unique spirit, that intangible *something*, identifying Culpeper as a “force to be reckoned with” instead of just another potential bedroom suburb in the Washington, DC-Baltimore Statistical Area? How do we maintain our sense of identity and heritage while we join the rest of the Commonwealth, the United States and the world in establishing a better future for those yet to come?

I have lived in some cities and seen countless

others where those that govern buckled to pressures from various directions, and the localities in their entirety now bear the unintended consequences of those decisions. It usually is not a pretty sight. I have lived in places where the land is in short supply and one cannot decipher where one community ends and another begins. The first time I went to my company’s facility in Garden Grove, California, I was surprised when I arrived at my hotel in Anaheim, because I never noticed that I had left Garden Grove. Imagine my shock when I discovered that not only had I left Garden Grove, there were two other communities that I had driven through on the way! In my humble, personal opinion, the Greater Los Angeles area is the poster child for development run amok, and I do not believe the residents there have quite figured out what caused it. In terms of natural beauty, one can hardly beat the California coast, particularly north of Santa Barbara. The mountains around Ventura are stunning. The canyons are breathtaking. And the developers there could not wait to clutter all that up with buildings. It continued unabated until a disaster struck in the form of an oil slick from the derricks off the coast of Santa Barbara. At that point, the environmental movement in California gained power and some limitations were imposed on how businesses conducted their affairs. But in spite of that, the phrase “ ugly urban sprawl” still best describes Los Angeles today. (I can think of other less ladylike descriptive comments as well, but suffice it to say that I did not and do not “love LA”!) Los Angeles could not have been built had it not been for a man named Mulholland, who devised a way to bring water down from Northern California by means of an aqueduct. Angelinos revere his memory; Northern Californians revile it.

Because of its small geographic space, San Franciscans learned to build up, instead of out. Apartments or condominiums occupy some of the higher floors in the tallest skyscrapers of the Financial District. Out in the avenues, the multi-story, multi-unit houses and old Victorians (which were once single family dwellings that have been cut into apartments or flats) are jammed in together so closely, and have sidewalks so close to the building entrances, that one has to go to Golden Gate Park or the Presidio just to see grass! Someone wrote a little song about these houses on the hills;“...little boxes made

One Person's View *(continued)*

of tacky-tacky, and they all look just the same..." The price tag on those little tacky-tacky boxes would straighten the hair of a poodle, however. For this reason, many people who work in San Francisco live across the Bay somewhere.

San Francisco is a city that rocks and rolls; and I am not just referring to the wonderfully progressive music scene. There are three major fault lines (and countless other minor ones) crossing it, although I can only remember the names of the San Andreas and Hayward faults. In the nine Bay Area Counties just following the 1989 earthquake (and yes, I was there), it was estimated that there were some 10 million residents, and no one was contacting moving companies to head East! Perhaps it's the Mediterranean climate; perhaps it's the tolerance of the people, perhaps it's just some sort of mystique created by the fog and the strong rugged beauty of those hills, but the City itself is captivating. Tony Bennett's song is absolutely correct; one does leave a bit of the heart there. (What he did not sing about is all the money one leaves there as well!)

Having lived in the "East Bay" and in the City, I have experienced California suburban as well as urban life. There are numerous advantages to living in an area so globally prominent. (Current and former residents of Northern Virginia and the District will attest to this also). The outlying communities are not simply bedroom suburbs. They have industry and commercial enterprises of their own that keep a lot of their citizens employed locally. One has access to services one never knew were needed and amenities one never knew were wanted. The public transport system is highly developed and well managed; in the City itself, the MUNI system has done so well, that it is far more economical NOT to operate a vehicle of one's own! Traffic moves, albeit slowly, in the Bay Area, thanks to the BART and MUNI systems. LA's freeways are infamous as parking lots, with "creep and sleep" traffic. In the Bay Area, one is a couple of hours in any direction from just about anything one might want to do: mountains or beach. (or in the case of Marin County, mountains ON the beach). One gets to go to visit snow and play in it, but doesn't have to shovel it. Streets are swept weekly, trash and recycling is picked up curbside twice a week, and one can find someone to perform any personal task one does not wish to do personally. One has access to personal shoppers, fitness trainers, shrinks, accountants, business managers, brokers, concierge services and assistants, cooks, dog walkers, cat sitters, house sitters,

inside plant watering services, housekeepers, nannies, au-pairs, valets, drivers, etc. If one has the money, one can *do* it all, *have* it all, *be* it all. *And it all seems so normal...* but it *all costs lots and lots of money*. When one finds himself or herself in the position of being financially challenged, as I did in early 1991, such an environment can become unaffordable.

And so, with tears streaming as my plane lifted off from San Francisco International and flew straight north over the Bay, I sobbed a goodbye to my beautiful City by the Bay, and came back east. Had I come straight here, I might have been a candidate for a padded cell at Pinebrooke, because, let's face it, California isn't known as the land of granola for nothing. And I had become a Northern Californian. That fast a reentry into the real world might have sent me "over the edge". Fortunately, I made an interim stop in a medium-sized city where those in power had a different approach to the necessity of effectively coordinating its growth. My family brought me back to reality as the rest of the country knows it, albeit in another stunningly beautiful place.

Charleston, South Carolina is another city with limited land space. It has the added complication of being located on a peninsula surrounded by barrier islands and lots and lots of water, all at an altitude below sea level. The water table is close to the soil surface, consequently there are no basements in the houses, high rise buildings are not wise, and even burial sites are constructed above ground for the most part. Charleston had its unique trials, though, because of its low altitude and poor public works planning. For whatever reason, and I assume those who made the decision thought they were being efficient, the storm drains and sewer system utilized the same old pipes. So, when a storm occurred at high tide, businesses and homes close to the water had some smelly, messy problems, if you know what I mean. Public and private sanitation systems in the lowest lying areas were rendered useless when the water in the pipes reentered the buildings from which it had supposedly been flushed. Streets became little rivers, and traffic had limited places to move. Yet, the people are courteous there; very civil. Tempers didn't flare too badly. Streets downtown in the historic district were a little narrow, and in a couple of instances, cobblestone surfaced, so driving was out if one had short distances to travel. Walking was by far the preferred and most efficient mode of travel downtown. Of course, on those mid-August days when the horse-drawn carriages were out and the air wasn't moving, it

could get a little hard to breathe when out on those short errands.

One thing these two opposite coastal cities had in common (besides my family and me) is that they were both hit by natural disasters in 1989. Both had to clean up huge messes, and emergency funding was available to fix some problems. In San Francisco, the earthquake did away with an eyesore with limited usefulness called the Embarcadero Freeway. It sustained structural damage, and rather than spend billions to fix it, the decision was to demolish it, as the City's citizens wanted anyway. I am told that the resulting waterfront area is now an asset to the city, rather than an area from which to avert one's eyes. After Hugo, Charleston worked on its drainage system, and major renovations were done to further shore up the old historic homes and to clean up the less than advantaged areas of the city. The city seems cleaner and energetic as a result, although my favorite way to see downtown on a summer day is still from the bow of a boat under sail in the Harbor!

Why have I used so much ink telling you this? Well, we have some advantages that these other places do not have. The main one is that we have not yet fallen prey to the ravages of *over- or ill advised-* development. Make no mistake; development and growth are here. These are not dirty words or concepts to be feared. We cannot stop it, and we must not ignore it, hoping it will go somewhere else. No, we need to *embrace* growth for our own survival. It is my firm belief that, while growing is not a painless proposition, when one stops growing, one starts dying. None of us wants to sit by and watch the death of Culpeper, especially if we had it in our power to prevent such a tragedy. How well we plan for growth; how creative we are in coordinating where it goes and how our quality of life is impacted, will define us for future generations. We honor and revere our ancestors and the courage they demonstrated to forge this unique community here in the Northern Virginia Piedmont. Are we up to the challenge of bearing the responsibilities that accompany the rights they fought so hard to win for us? I think we are. Given our heritage and steely Southern determination, I am confident that our approach to this and many other issues will be in keeping with that "Culpeper Feeling" we have all come to know and love.